

10. LANDINGS

The following BMPs apply to the site location and water management with respect to log landings:

- ▶ Always locate landings outside the RMZ.
- ▶ Use previously developed landings, unless they are located in RMZs or drain poorly.
- ▶ Locate sites for log landings in advance of road construction. These sites should be located in areas that will help minimize skid trail and haul road distances.
- ▶ Where possible, log landings should be constructed on well-drained, gently sloping sites of no more than 5%. On areas greater than 5%, additional erosion control measures may be necessary.
- ▶ Locate residue piles (particularly aspen, whose runoff is a suspected toxin to fish) away from drainages where runoff may wash residue into streams, lakes or other open water body.
- ▶ Haul roads that terminate at the landing area should be properly drained prior to intersecting the log landing.
- ▶ A diversion ditch around the uphill side of landings can intercept the flow of water and direct it away from the landing.

11. SKIDDING

A skid trail is a single lane trail used for the skidding or transporting of timber products from the stump to a landing. After the location of log landings are established and road lay-out is complete, the skid trail network is then laid out. The major considerations for skid trail placement are to minimize damage to residual trees, minimize erosion, sedimentation, and rutting.

For some forest conditions, such as very steep slopes (over 40%), unstable soil conditions (reference Table 2), and critical riparian areas (e.g. areas with vernal ponds, unique natural communities, such as dune and swale complexes), use timber harvesting techniques and equipment that minimize skidding throughout the stand (e.g. cable skidding, harvesters with knuckle boom cranes and bogey tracks - see Figure 19).